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R E M A R K S

The above changes in the specification, abstract and claims merely place this national phase application in the same condition as it was during Chapter II of the international phase, with the multiple dependencies being removed. Following entry of this amendment by substitution of the pages, only claims 1-20 remain pending in this application. Attached hereto is a marked-up version of the changes made to the abstract and claims by the current amendment. The attached page is captioned "VERSION WITH MARKINGS TO SHOW CHANGES MADE".

Respectfully submitted,

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"VERSION WITH MARKINGS TO SHOW CHANGES MADE"

Claims 6-7, 9-10, 15 and 17-19 have been amended as follows:

6. ~~(Amended)~~ Road safety barrier according to ~~claims 3 or 4~~, ~~claim 3~~, characterized in that the connection with the resistant element may be performed by means of a restrained joint (6', 20), by means of continuous or discontinuous strips (23') extending below the resistant element (A), or above it (23''), or through (23) the resistant element (A), or by a combination of these systems.

7. ~~(Amended)~~ Road safety barrier according to ~~any of the preceding claims~~, ~~claim 1~~, wherein the resistant element (A) is anchored to its support by means of ductile screw anchors.

9. ~~(Amended)~~ Road safety barrier according to claim 7 ~~or 8~~, wherein the reinforcement of the resistant element (A), made of concrete, has an additional bracket (37) engaging two hooks (35, 35') which are connected or welded on a lower steel-made plate (31, 31') of the resistant element (A), said plate being crossed by the ductile screw anchors (29) for the anchoring thereof to the curbstone of pavement.

10. ~~(Amended)~~ Road safety barrier according to ~~any of the preceding claims~~, ~~claim 1~~, wherein the upper part of the barrier supports a screen (24) which may be a sound dampening screen, a net for the protection against the throw of objects, a screen for the protection from gusts, and the rear part of said resistant element (A) being provided with cavities (26) for mounting sound absorbers (25).

15. (Amended) Road safety barrier according to ~~any of the preceding claims 11 to 14,~~ claim 11, wherein the resistant element (A) supports a screen (3,24) or a handrail (1,2).

17. (Amended) Road safety barrier according to ~~claims 11 and 16,~~ claim 11, wherein friction reducing shoes are disposed below the dampening element (B).

18. (Amended) Road safety barrier according to claim 1 ~~or 11,~~ wherein the barrier formed by the resistant element (A) and the dampening element (B), has an overall shape which substantially corresponds to the shape of a New Jersey barrier.

19. (Amended) Road safety barrier according to claim 1 ~~or 11,~~ wherein the resistant element (A) is provided with rear cavities (26) for the insertion of noise absorbers (25) of a known kind, which serve to selectively absorb medium/low frequencies.

The abstract has been amended as follows:

ABSTRACT

Road safety barrier of a "movable wall" type, ~~the barrier having~~ ~~has~~ a double effect for function in order to stop both light vehicles and heavy good vehicles, and ~~comprising~~ ~~includes~~ a resistant element (A) and one or two dampening elements (B) for a lateral barrier or a traffic divider

respectively. The resistant element of the wall type barrier may be rigidly connected to steel plates which are equally spaced and have been specifically conceived for increasing the resistance during an impact caused by a heavy vehicle, ~~said~~ .
The plates have a slot for the passage of ductile screw anchors, allowing the initial displacement of the resistant element and its connection to the support. If provided, the ductile anchor means elements are covered by the dampening element (B).